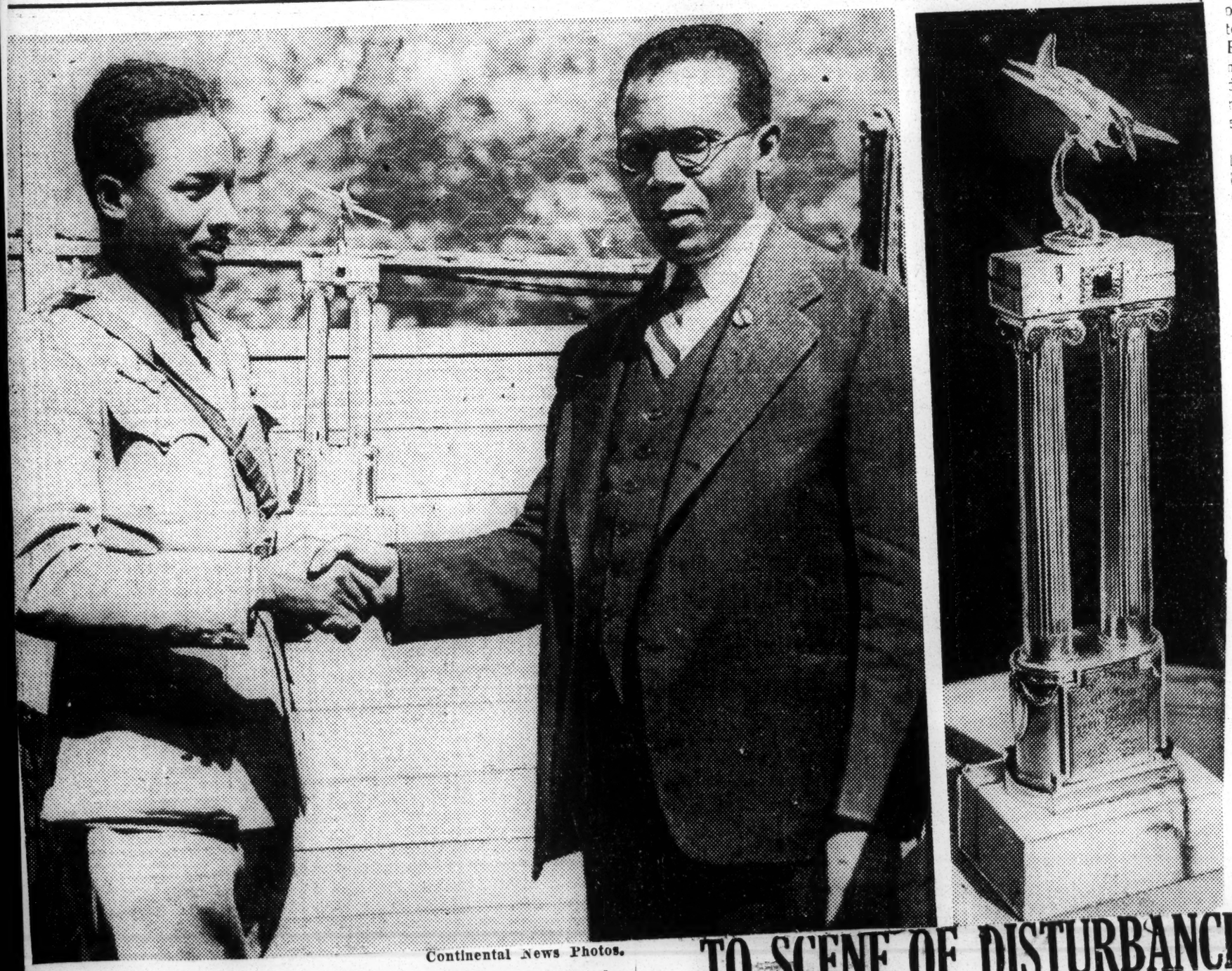
Aviation - 1936

The Colonel Gets Victory Trophy



Continental News Photos.

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LENOX AVENUE ARMED CAMP AS POLICE RUSH RESERVES

TO SCENE OF DISTURBANCE

Patrolman Threatened By Crowd Listening To Soap Box Orator

ONE ARRESTED

Cops To Bar Ira Kemp From Street Speaking

Following Outbreak

One man was shot, a fish market partially wrecked and Harlem momentarily transformed into an armed camp when. allegedly incited by a street corner orator, a crowd vented its displeasure at the recent Italian victory in Ethiopia on Lenox avenue near 132nd street, last Monday night. The wounded man, Lee Cornish, 28, of 36 West 136th street, is under arrest in Harlem Hospital, suffering from a bullet wound in the left ankle. His condition is reported as not serious.

Cornish, charged with aiding a prisoner to escape, is accused of being one of about forty men who are said to have attacked Policeman Michael Ronen and forced him to release a man whom he had arrested for vandalism. The shot which struck Cornish is said to have come from Ronen's gun.

The shooting occurred shortly after midnight in front of Joe's Market, 368 Lenox avenue. Riot squads, radio cars, mounted police and squads of detectives were hastily rushed to the scene by authorities in apparent precautions against a recurrence of the outbreak of March 19, 1935.

Would Bar Kemp

As a further result of the incident, authorities announced that they would seek to have Ira Kemp, well-known street speaker, restrained from making any further public appearance of that sort. The whole affair, say authorities, started when Kemp was served with a summons by Patrolman Allen J. Benton, at 133rd street and Lenox avenue, for violating the curfew law after he is said to have exhorted his hearers to cheer his pro-Ethiopian speech.

Angered by the policeman's action, the crowd listening to Kemp is said to have become so threatening toward Benton that Detectives Leef and Flinter also of the 32nd precinct who were on the scene, had to escort the policeman with drawn guns away from the scene.

Kemp is then said to have moved down the avenue about a block and started haranguing his listeners against the Italian owner of Patsy's Fish Market at 466 Lenox avenue, who is married to a Negro woman. When this meeting broke up, the crowd is said to have been so aroused that a few of the bolder ones threw several rocks through the windows of the store and then started to upset the fruit stands of an Italian grocer at 368 Lenox avenue (Joe's Market).

Police, hurrying to the scene seized one of the participants in the outburst and the general assault followed immediately.

ROBINSON PLANE FUND IS OPENED

Harlem Starts Giving To Honor Aviator

A movement to purchase a plane for Col. John C. Robinson, air ace who served Emperor Haile Selassie in the war in Ethiopia, has been authorized to re-head[illegible] yesterday, although Col. Robinson is in Chicago receiving new honors.

At the meeting in his honor at Rockland Palace last Saturday night, $150 was paid toward the plane, and the sum of $588 was received at the door, bringing the total to $738. Dr. P. M. H. Savory, treasurer of United Aid for Ethiopia, has been authorized to receive contributions to the plane fund, and will receive monies and pledges established an aviation school at Tuskegee Institute.

Pledges for the fund follow:

Dr. Savory, who said that contributions should be made payable to Dr. H. Lucita Bell, $10; Thomas B. Daves, $5; William Ellis, $5; Mr. and Mrs. Col. Robinson Plane Fund, de-scribed the movement as a fitting tribute to an accomplished aviator-who has served his race in Africa, Lema, $5; J. M. Manker, $1; Hurley Robbins, $2; Mr. and Mrs. Robinson, $2; C. E. Smith, $5; Rupert Smith, $12; Ethelbert Snagg, $5.

Aviation - 1936

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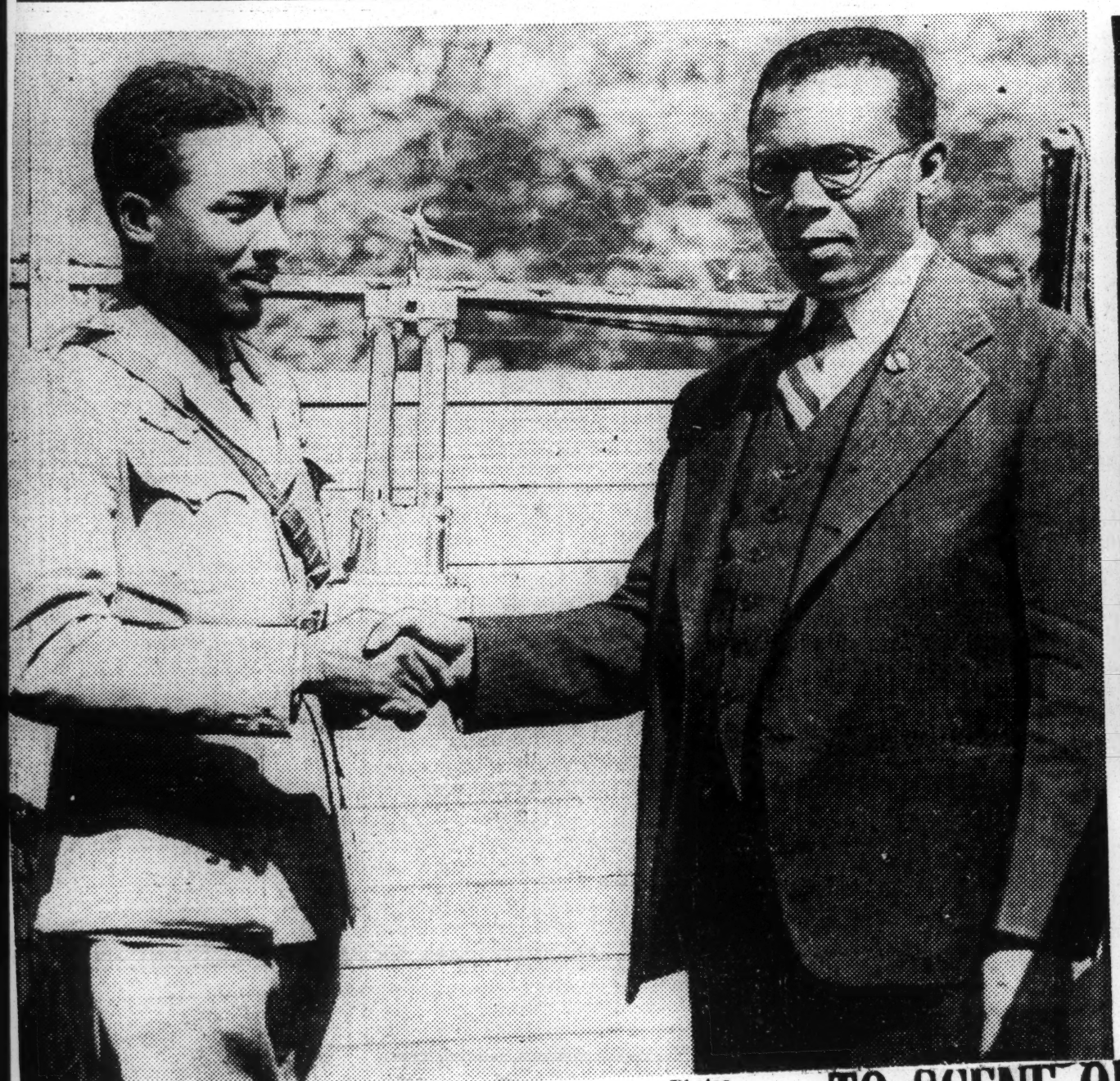

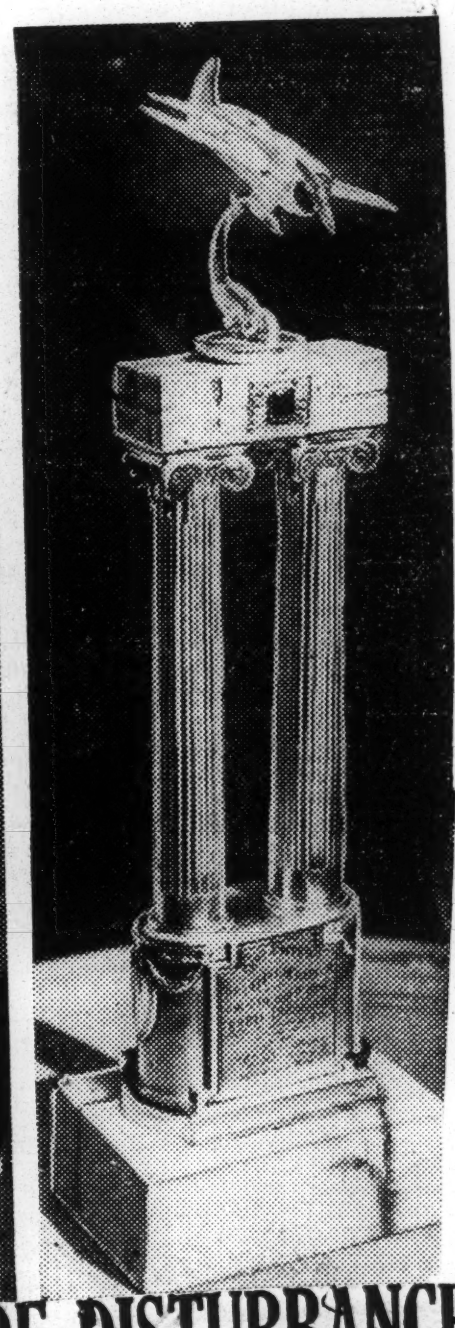

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Daves, $5; William Ellis, $5; Mr. and Mrs. Evans, $1; Walter E. Flamer, $1; Loraine Girandy, $10; Mrs. Samuel Hennent, $10; W. Ivy, $5; Miss Ella Lems, $5; J. M. Manker, $1; Hurley Robbins, $2; Mr. and Mrs. C. E. Smith, $5; Rupert Smith, $12; Ethelbert Snagg, $5.

H. Lucita Bell, $10; Thomas B.

Rumors Revived As Julian Joins Italians

Dentist and Wife Expert Flyers

DR. AND MRS. EARL W. RENFROE, who are licensed pilots. Dr. Renfroe has just received his transport license from the U.S. Department of Commerce, the highest license obtainable. He is one of three who have this distinction. Mrs. Renfro has done many hours of solo flying and holds a limited license.

COL. JULIAN DEPARTS UNDER HIS NEW FLAG

Sails on Vulcania, Considering Himself an Italian Since the Conquest of Ethiopia.

Hubert Fauntleroy Julian, one-time colonel in the army of the Ethiopian Emperor, sailed for the Mediterranean yesterday on the Italian liner Vulcania. As usual faultlessly attired in black fedora, ascot tie, wing collar and morning coat, Colonel Julian said he looked forward to a Mediterranean voyage under "my own national flag."

He has sailed as an English subject, as an Ethiopian and now, since he considers that he automatically became an Italian citizen on the day Marshal Badoglio entered Addis Ababa, he is voyaging as an Italian. As he announced his citizenship, a group of fellow-passengers and visitors who had gathered around him, cheered and pounded him on the back.

The colonel said his primary object was to look over the Mediterrean sectors which will play a part in a flight he is planning. He does not expect to use the ground at all, but hopes to take off from America and fly to some Mediterrean port and return home without landing, by refueling in the air.

Earlier he had said he would go to Monte Carlo to do what "any one does at Monte Carlo" and that somewhere in Europe he would meet his titled English friend, the one who is financing his flight because she was moved by his courage in renouncing Ethiopia after he found that he could not sympathize with the Ethiopian cause.

The colonel was accompanied to the pier by a chauffeur and by his secretary, H. M. Gaylord.

'Black Eagle,' Once Aid To Selassie, On Tour Of Italy

PARIS, June 12 (By Cable)—What appears to be an official confirmation of the rumors recurrent in the United States, that Col. Hubert Fauntleroy Julian was engaged in the service of the Italian government came this week with the announcement by Fascist officials that the "Black Eagle," now an Italian subject, sailed last Saturday for a tour of Italy on the S. S. Vulcania.

The erstwhile colonel was present at the coronation of Emperor Haile Selassie in 1930. Shortly thereafter he became identified with the Imperial Ethiopian Air Corps. Following a smash-up of the Emperor's special plane, Julian was relieved from his duties as a flying instructor. He returned to New York with the incredible story that he was a victim of malfeasance and intrigue instigated by the French in Addis Ababa, that he had not smashed his Majesty's plane but that after landing somewhere in the vicinity of Makale by important New York Italian interests. The Italian spokesmen however, pointed out that probably this reported willingness on the part of Selassie to yield to the Italians was too late.

Creating almost as great a sensation as the Italian claim that Selassie would surrender, was the disclosure that Col. Hubert Julian erstwhile head of the Ethiopian air corps, planned to pledge his allegiance to the Italian government, and had sailed Saturday, June 6, aboard the Vulvania for Monte Carlo and Italy where he says he hopes to meet Mussolini.

SAYS ETHIOPIANS ITALIANS

Before sailing, Colonel Julian said he would meet his white woman benefactor in Monte Carlo and pointed out that with Italy having conquered Ethiopia "this made all Ethiopians Italians anyhow" and he saw no reason for not being friendly.

Julian was deported from Ethiopia several months before the war was brought to close as, "an undesirable alien." At that time, though it was never made official, it was said the reason of his banishment was because he was suspected of supplying information to the Italians.

On his first return trip to America he made a bitter denunciation of the Ethiopians and asserted the Italians were justified in their aggressive war.

Other observers of foreign affairs, as did Dr. Hudgins, read the fine Italian hand of "propaganda" in the Italian claims that Emperor Selassie has maintained a defiant attitude toward the invaders of his country and had repeatedly asserted that he "would die before submitting" to the Facist aggressors.

DOUBT ITALIAN CLAIM

A sudden change in the self-exiled emperor's attitude, if true, was hard to believe or understand, these observers asserted. However, Italians, regard such a move as about "the only thing the emperor can do under the circumstances as he is practically in the position of a king without a country."

Some observers saw the Italian claim as "propaganda" to influence delegates to the League of Nations to lift present sanctions on the grounds that Selassie had abdicated, and had accepted Italian rule. The League session to debate the outcome of the sanctions is scheduled for Monday, June 15.

Julian Sails For Italy; Is Now A Facist

Claim Blackshirts Are Seeking To Bluff The League

Journal and Guide Bureau

NEW YORK CITY — Reports published in New York Italian newspapers Monday that Emperor Haile Selassie would journey from London to Rome where he would surrender to Mussolini in exchange for a governorship in the Amhara province in Ethiopia, were discounted as "propaganda" by Dr. Willis N. Hudgins, expert on Ethiopian affairs Tuesday.

The announcement, which did not receive wide notice in the American press, was pronounced as official

Aviation - 1936

CALIFORNIA AVIATORS MAKE RAPID PROGRESS

Editor Pittsburgh Courier,
Dear Sir:—

Enclosed find check for three dollars, for which please enter my subscription for the Pittsburgh Courier.

I find it necessary for me to do this in order to be sure I will get the Courier each week. Couriers sell out so fast in Los Angeles that if one can't get to the newsstand early Saturday morning, he might as well figure on being without the Courier for that week; it is ever difficult to borrow one because most persons seem to wish to cut out articles which they put on file, such as Bernice Patton's Hollywood articles, George Schuyler's and Dubois' articles.

What is the trouble? Can't we get an adequate supply of Couriers here? I have been to every newsstand in town that I know of that handles Couriers, and they are all out. I know two very good newsboys on the West Side who have been trying to get Couriers to use on their routes, but they can't get them, and nearly all their customers ask them for the Pittsburgh Courier . . . I hope you will investigate this matter.

The Craftsmen of Black Wings wish me to express their appreciation to the Courier for its wonderful support in publicizing the need of the Negroes' entry into the aviation industry now . . . I have received 289 letters from young men and women all over America wishing information concerning our aviation training here, stating that they read of the progress of the school in the Pittsburgh Courier.

Last night, our class received a young man, James Beason, who after trying to get into aviation schools in Missouri and Kansas and who was turned down on account of being a Negro, reading the Pittsburgh Courier about our aviation class here, journeyed from St. Joe, Mo., to Los Angeles to join the aviation class. A class of 40 received him last night amidst a great applase as he stated that he was determined to get into the aviation industry.

We have several more who have journeyed from afar after reading your paper; one Lee A. Williams, who came from Toppenish, Wash., is excelling in construction and also qualified with transport rating on his flying permit.

Besides our flying, we have 35 men who are getting actual training in design and construction of airplanes, and we are now building a plane which we will fly and exhibit to the country at large . . . with a view toward eventual manufacturing.

Again thanking you for your continued service of letting Negroes know that thousands of jobs await them if they only get into the aviation industry now, I am,

Very truly yours,
WILLIA J. POWELL,
Technical Advisor,
Craftsmen of Black Wings.

ROBINSON WANTS NEGRO AIR LINE

Proposes Project for Service in South

CHICAGO, June 25 (ANP.)—Home after a speaking tour in the East, Col. John C. Robinson, air ace and former personal aide to Emperor Haile Selassie, today looked forward to the day when Negro established an air line in the South.

Twenty-two experienced Negro aviators greeted Col. Robinson during his trip to New York and he believes that they can supply the training and vision needed for a commercial line.

"Negroes for the most part are prevented from traveling by air on Southern lines," Robinson said, "and such a service would aid the entire section as well as give qualified pilots regular jobs. The success of such a line would convince other companies of their capabilities and pave the way for transport jobs in both this and other countries."

Aviatrix, Taught To Fly By John C. Robinson, Reaches Coveted Place By Own Effort

Miss Willa B. Brown Has Brilliant Record as Teacher, Business Woman and Aviatrix.

CHICAGO, July 9.—Miss Willa B. Brown, recently appointed clerk-stenographer in the Department of Labor, Immigration and Naturalization Service, with offices in the new postoffice building at Chicago, is the first colored girl in more than 10 years to be certified by the United States Civil Service Commission to such a position at Chicago.

During these six months in government service, she has won the confidence and respect of the director in charge and all her co-workers and when one reads briefly of her training and experience as a teacher, secretary and stenographer, it is no wonder that she has proven such a competent person.

Miss Brown was first graduated from the Indiana State Teachers College with an A. B. degree in Commerce and French and on the completion of which she went to Gary, Ind., where she claims the credit of introducing the business subjects into the two colored high schools there. During her stay as head of the Commerce department at the Roosevelt High School at Gary, she made an enviable record as being a most efficient teacher and certainly the most popular of her time among the students of the school.

When Miss Brown took up permanent residence in Chicago, she entered Northwestern University where she studied such courses leading to the degree Master of Arts in Business Administration. Because of her outstanding scholastic records and high recommendations from past employers and business associates, she was picked out of a group of more than 300 applicants to serve as personal secretary to Clara Paul Paige, Assistant Director, Cook County Bureau of Public Welfare. After serving for more than a year in this capacity, she went to Chicago's Southside as Social Service worker where many clients will long remember her as one of the most considerate workers in that district.

A number of law offices, fraternal organizations, business houses and private concerns are familiar with Miss Brown's thorough technique in the business world as she is well trained in every detail of her line and has served in many capacities at different times.

Hundreds of people will remember Miss Brown as one of the most affable cashiers in the Walgreen Drug system. Her charming smile and courteous manner has captured many a new customer for the Walgreen Co. This fact, together with her ability to thoroughly master the Walgreen bookkeeping system was good reason why the Walgreen Company declined to part with her services when she notified them of her appointment by the U. S. Civil Service Commission.

When Miss Brown received the coveted position that she now holds, she said it would only be a stepping stone to her real ambition in life, that is, an aviation career. She started on her aviation career more than two years ago when she enrolled at the Aeronautical University, downtown Chicago, studying under the tutorship of the now famous "Brown Condor of Ethiopia," Colonel John C. Robinson. She became one of Colonel Robinson's most apt students and when her prescribed course at the Aeronautical University is completed she will be a specialist in Navigation and Meteorology.

Miss Brown was taught to fly by Colonel Robinson before he departed for the old country where he became the air hero. Under his instruction and careful guidance, she promises to be one of the most outstanding colored woman flyers of this day and if she succeeds in getting a rating, in the fall of this year as a transport pilot, she will be the first colored woman to attain that height in the aeronautical world since the late Bessie Coleman's time.

MISS WILLA D. BROWN

Although distinguished in the field of aviation, Miss Willa D. Brown, Chicago, has recently accepted a position as clerk-stenographer in the Department of Labor, Immigration and Naturalization Service. She won her bachelor's degree in commerce and French at Indiana State Teachers' college and hopes to qualify as a transport pilot this year.

SETS RECORD

Crash Kills Negro Fliers At Airport In Chicago

7-18-36

CHICAGO, Ill.—Frank Mallory, 25, of New York, a licensed pilot, and Willaim Roberts, 21, of Chicago, a student, were killed Sunday when the plane in which they were flying crashed while taking off from the Harlem airport here. The plane fell 800 feet to the ground ,killing both fliers instantly.

FAUNTLEROY AGAIN

FROM ITALY THERE comes news that Hubert Julian, self-styled "Black Eagle", Ethiopian deserter and general nuisance and windbag, offered another of his regular asinine appearances upon his arrival in Naples last week. Julian who, unfortunately for the race, is also known as a Negro, has announced his voluntary adoption of Italy as his country, declaring that since the Italian government has taken over Ethiopia of which country he is an officially naturalized citizen, he now owes his allegiance to the conquering nation.

Among the more disgusting lines in his burlesque was the announcement that he had Italanized his name to Huberto Fauntleroy-ana Juliano, and he is said to have told some of his fellow passengers on the crossing that he was going to Italy "for the first time to realize my project of a transatlantic flight between New York and Rome."

We have been forced to hear Julian's idle pratings about his mythical exploits and extraordinary plans until we are sick of them. In fact, we are heartily sick of Julian and have been for a long time. We would like nothing better than for him to start off on that proposed hop — because we don't believe he can make it.

And if he ddin't so much the better.

A Champion Flies to His Home

LEONARD TYNER,
marble champion, arrives home with his trainer, John M. Turner, 5003 S. Michigan Avenue, after having won the world's marble championship at Ocean City, N.J. Leonard was runner-up last year in the finals after having won the western championship at Lake Geneva. He was defeated, however, in the national contest. He represented the Chicago Park District in both of his tournament efforts. Competition in the tournament was represented by four sections, namely, Western, Mid-West, South and the Atlantic Cities. He is being greeted by his aunt, Mrs. Jessie Gaines, of 324 E. Fifty-fifth Street, Chicago. To the right is a close-up of Leonard. (ANP)

Wins Degrees

FRANK S. REED, JR.
Who received double degrees in aviation Thursday, July 16, from Curtis and Wright Aeronautical university upon completion of his transport ground course and as a master mechanic in aeronautics. He is the only student to receive a double degree and graduating within a year's time. He is a licensed pilot and a graduate of Englewood high school, June, 1935. Frank, Jr., is the son of Mr. and Mrs. Frank S. Reed. His father is one of the oldest undertakers in Chicago at 5842 State street.***

QUEBEC, CAN.
Chronicle-Telegraph
JUL 21 1936

Dark Pilot Returns

COL. JOHN C. ROBINSON, the lone U. S. negro aviator, who led Ethiopia's air force against the Italians, is back in Chicago leading a hero's life. He is the toast of the entire negro population, for on his natty uniform he wears the emblem of the "Conquering Lion of Judah," Emperor Haili Sellassie's highest tribute to his fighting men.

Robinson was perhaps the only man in the Ethiopian army who had his own little private war to settle. He was sent to Africa by patriotic U. S. colored sympathizers, and when he got on the scene he found that he had been preceded by another dark-complexioned American flier, Col. Hubert Julian. The dark and dapper Julian was calling himself the "black eagle" and doing his best to make the emperor forget about the time he, Julian, had smashed the royal aeroplane during an unlicensed flight. Haili Sellassie, however, persisted in bringing up the incident, and showed a marked preference for Robinson, the "brown condor." The result was that Julian was given a mule to ride, and found himself spending much time training recruits. This arrangement, needless to say, was hardly satisfactory to Julian. On another occasion he and Robinson waged a hot verbal battle and on another engaged in a fist fight. Shortly after this episode, Julian left Ethiopia for New York, where Harlem's population gave a rousing welcome home to the aviator who first gained prominence in their midst by making a parachute jump over a busy street and landing safely.

Robinson became official aerial dispatch-carrier to Sellassie, and he outguessed several of Italy's best pilots. His mission was to fly with important messages to coastal points, and to do so he had to outrun the Italian air blockade. He did this time after time.

Aviation-1936

COL. ROBINSON'S NATIONAL AIR COLLEGE STAGES GALA OPENING

First College of Its Kind For Negroes Opens In Chicago—Hundreds Congratulate Hero of Ethiopian War.

By CARY B. LEWIS

CHICAGO, Oct. 1—The John C. Robinson National Air College and School of Automotive Enginering, opened here Monday on the spacious grounds of Poro College, 4401 S. Parkway. It is the first kind among Colored people in the world. Throughout the day, citizens from all sections of the city and near by towns, paid their respects to Col. Robinson, while others sent telegrams and flowers. The telegrams congratulate him on the opportunity offered young men and women to take advantage of such training.

The class rooms are located at 4401 South Parkway, work shops at 4415 and the dormitory at 4427 S. Parkway. The technical department is ready for the students to construct airplanes from the ground up and do all types of aircraft repairing. Here they tear old machines apart, rebuild them and make them run as perfectly as the new ones. They are taught to rebuild automotive power engines and do parachute rigging and packing and the use of all the latest machinery in the building of airplanes and automobiles. Every phase of the work will be given personal attention by competent instructors.

A Competent Staff

Among the ones on the staff are C. R. Coffey, Alexander Seiguff, Captain Homer Lewis and John Mouldrew. Capt. Lewis will teach French and Spanish and a student must take one of these languages. There is a vocational department and Ray Sawyer and James Raney head this department.

The Flying department is located at one of the near-by fields in Chicago. Instructions are given on airplanes and automobiles owned and operated by the Air College and all equipment belongs to the new institution and is approved by the Department of Commerce.

Meets Government Demands

Every course taught at the Air College is above the Government regulations as outlined by the Department of Commerce. Col. Robinson has met every demand of the Government in the school course. From the outlook of Monday, the college is an assured success.

J. A. Rogers, Ethiopian War Correspondent, says: "One thing is certain: "If Col. Robinson is given the support he deserves he'll see that Negroes take their place among the most capable and distinguished in aviation." Visitors passing through Chicago, are always welcome to see the college. He is considering engagements to appear in several cities.

Aviation College Is Opened Here By Col. John Robinson

Lefthander 10-10-36

This city now boasts of the only Race aviation college and automotive school in the world. It is known as the John C. Robinson National Air College and Automotive Engineering school, located at 4401 S. Parkway. It opened Monday for enrollment of students. After the students at Poro college had lunched, they marched in a body to the air college and surprised Co. Robinson.

John Haywood, president of the Poro organization, commended Col. Robinson for being a pioneer of his Race in aviation and on the record he made in Ethiopia in the recent Italio-Ethiopian war.

Cary B. Lewis presented him with a basket of flowers. Miss Pearl Ntsiko, a South African girl and a graduate of Wilberforce University, gave an inspirational talk.

Col. Robinson was presented a huge basket of flowers on behalf of Mrs. Malone who was in New York City at the time. Miss Hardy, chief file clerk, and Roscoe Hollman, officer manager, spoke briefly.

In responding Co. Robinson said: "This has been my whole life's dream to build a school and the word of encouragement from this group are an inspiration to me."

In the technical department, the students will construct air planes from the ground up and do all types of air craft reapairing. They will be taught to rebuild and repair automotive power engines and do parachute rigging and packing and will be taught the use of all the latest machinery in building of air planes and automobiles.

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THE BROWN AND JONES GIRLS... FIRST SEPIA AIRPORT HOSTESSES

MISS WILLA BROWN,
Fully prepared to take care of guests who frequent Col. J. C. Robinson's new flying service.

MISS LOLA JONES,
On the job at Harlem Airport, Chicago.

Lola Jones and Willa Brown Delighted With New Duties. Receiving Practical Training Daily at Colonel J. C. Robinson's Flying Field.

CHICAGO, Oct. 29.—Lola Jones and Willa Brown, 4401 S. Parkway, aviatrices, were appointed by airport officials to serve as hostesses at Harlem Airport, 87th and Harlem avenue.

These two charming young ladies are especially anxious to serve colored guests who are frequenting Harlem Airport in large numbers since Colonel John C. Robinson, the Brown Condor of Ethiopia, established a flying service there some three or four weeks ago. It will be their duty to escort visitors around the airport acquainting them with the many different models of airplanes and to furnish answers to the many aviation questions that airport guests are prompted to ask.

Miss Jones and Miss Brown are fully prepared to take care of their new duties having completed their courses at the Aeronautical University, 1338 S. Michigan avenue, leading to a thorough knowledge of aircraft and aircraft engines. They receive their practical training each day at Harlem Airport where they go for flight instruction and various other flying activities.

Miss Jones was one of the first colored girls to take up flying as a vocation, and much credit is due her for interesting other women in this new industry. Her long experience in the field of aviation and her courageous efforts to attain the heights she has reached thus far have the admiration of her many friends and commands the respect of her fellow students.

Although Miss Brown has not so many flying hours to her credit as does Miss Jones, her progress is steady. Their future is a very promising one and no doubt they will make two of the finest aviatrices the race has ever produced. Recently, Miss Brown was appointed the Secretary-stenographer in the Department of Labor, Immigration and Naturalization Service which marked the first time a colored girl had entered the U. S. Civil Service in Chicago in more than 10 years.

Aviation- 1936

COLONEL JULIAN OFF FOR FRANCE

Sailed Thursday Night on Ss. Majestic

The Colonel, it seems, can't take it! After announcing to the world that he was going to tour America and "debunk" Ethiopia, Col. Hubert Fauntleroy Julian, the plucked Black Eagle, slipped quietly out of the country Thursday night and sailed for France on the Ss. Majestic.

A bit of mystery surrounds the sudden departure of the usually loquacious Colonel. It was learned that he first applied for an English visa. The English Consulate refused to grant one unless the Colonel would permit them to cable first to London He then applied to the French Consulate and received a French visa.

Julian has been decidedly unpopular in Harlem since his recent return from Ethiopia. The community resentment arose mainly from his attempts to "debunk" Abyssinia and picture the Italian invasion as a "civilizing action." He declared that an English woman had given him $60,000 to tour America and "tell the truth" about Ethiopia. The aviator denied vehemently that the Italian government was financing the venture.

His hasty departure Thursday night, however, apparently means that he has deferred or given up the idea of touring the hinterlands following his decidedly cool reception in Harlem.

A JACKDAW—NOT AN EAGLE!

HUBERT FAUNTLEROY JULIAN, ex-Trinidadian, ex-American, ex-Ethiopian, ex-colonel and ex-flier came to Boston last Tuesday night. We took advantage of a free ticket to hear at first hand what he had to say about Ethiopia and really regretted the carfare that took us to and from Tremont Temple.

Strutting, boasting and bluffing in the accustomed Julian manner and with a manufactured accent rightly described by a daily reporter as "a mixture of native Trinidadian, Oxonian English, American and a dash of Harlemese," the self-styled "Black Eagle" talked mostly about himself—why he went to Ethiopia and why he gave up his sword and belt. He showed a few pictures of the worst side of Ethiopia a told a few half-truths about the practice of slavery and atrocities without informing his audience of the steps taken by the Ethiopian government to remove these evils. Then when a disgusted listener—and an Italian at that—shouted "D—n fool, give me my dollar back," a very frightened "jackdaw" shut up like a clam and did not pluck up nerve enough to speak again until the lights went up after the showing of the pictures.

After the very lucid talks and detailed information recently given out by His Excellently Prince Tasfaye Zaphiro, Julian's drivel may well be taken as a joke, were it not that a few thoughtless people might be misled into losing sympathy for Ethiopia's cause. We have nothing but contempt and a certain amount of pity for this Julian, who has never done anything worthwhile but talk nonsense, with no particular regard for the truth and a hideous amount of exaggeration. He had several splendid chances not only to render the black race a magnificent service but also to cover himself with honor and glory. Our firm conviction is that Julian, though possessed of that reckless folly that would make him leap from a plane with a parachute or fly a plane across an ocean (if and when he does), is really physically afraid of real danger, and left Ethiopia because he had no stomach for Italian bullets.

We are still emphatic that Ethiopia's cause is our cause—that Ethiopia considers us their blood brethren—that Ethiopia wants our help. We do not believe Julian's tales to the contrary nor that he received an abundance of offers of men and money from America. We want to make it again clear to our readers that Ethiopia does not need unskilled men, because they have more there than they can equip. Ethiopia needs, more than anything else, medical supplies and doctors. Every colored doctor who can make the trip should go over and help, and, as for us laymen, every dime that we can spare should be given to the American Aid for Ethiopia (Greater Boston Chapter) to purchase medical supplies. The conquest of Ethiopia by a white nation will cause the white world to tighten its grip on the black man, no matter where, and subject him to much added subjection so that another "Ethiopia" may not arise. On the other hand, successful resistance by Ethiopia and an honorable peace will redound to the credit of the entire black race and induce tolerance and respect in white hearts.

We see Harlem's "Black Eagle" as a blatant jackdaw. We trust Boston will never be inflicted with him again, and we are glad that we closed our advertising columns to announcements of his appearance. Julian talks loudly about his being a "black" man. We wish he were otherwise.

First Race Airport Was Destroyed In Big Storm

Air Licensed Negro Pilots 55 In Number

Two Women Hold Certificates; Flying Jobs Very Scarce

A study conducted by the Division of Negro Affairs, Bureau of Foreign and Domestic Commerce, reveals that at least fifty-five Negroes, two of whom are women, hold licenses from the Bureau of Air Commerce.

The ages of Negro pilots range from twenty years to forty-four years. Nine fall in the age group 20-24, thirteen in the age group 25-29, five in the age group 30-34, seven in the age group 35-39, and only three in the age group 40-44. Twenty-seven are less than thirty-five years old.

The pilots are unskilled, semi-skilled, and skilled laborers, clerical workers, and professionals. Six are listed as professional men and ten are listed as mechanics.

Eighteen student licenses, four amateur licenses, seven private licenses three limited commercial licenses, and two transport licenses are held by members of the group mentioned Only two Negroes are employed exclusively in aviation, one conducting a school and the other is with the Ethiopian air force. Several others, however, have made unsuccessful attempts to secure employment.

By JANET WATERFORD

The airport at Robbins was becoming quite popular. Sundays, when the weather permitted this, friends, relatives and strangers wound their way through the crooked roads to reach the Robbins airport. Some wanted to take a ride with Johnny after they watched him make a perfect take-off and later land gracefully.

The field operated all the summer and fall. During the winter, however, a freak storm came and blew the hangar down and destroyed the planes. This was the end of the Robbins airport. No one was able to raise enough capital to have the field rebuilt.

Johnny, having a host of white aviator friends, contacted one of them and acquired the use of an airport in New York. It was located on 87th street near Harlem. Johnny carried the whole gang with him. He was stationed at this field when he made the trip to Tuskegee. It had always been his ambition to fly back to his alma mater during commencement.

He and the boys worked hard on the plane, getting it ready for inspection so that he would be able to fly down safely. The morning arrived for the great take-off. Grover Nash, one of the students, was to accompany him on the trip in another plane. I shall tell you about this young promising aviator later. Coffey, who was to be the co-pilot and navigator for Johnny, became suddenly upset when he discovered that there was no parachute. He said he was afraid of falling down in the mountains of Alabama. Nash had taken off and circled the field several times while Johnny and Coffey were still arguing about the parachute.

Burlington, N. C. Times
May 8, 1936

NEGRO LICENSED PILOT

Raleigh, May 8. —(AP)— Willie Chalmers, negro mechanic at the municipal airport, has been licensed as an amateur pilot. He made his first solo flight three months ago and has 25 solo hours to his credit.

LOS ANGELES HAS FLYING SCHOOL FOR NEGROES; GROUP CALLED "CRAFTSMEN OF BLACK WINGS"

"NEW DEAL" FURNISHES OPPORTUNITY FOR TECHNICAL TRAINING IN AIR

Dr. King Will Finance Plane Making

LOS ANGELES, Calif., May 14.—(ANP)—Aviation enthusiasts of both races here on the West Coast are pointing with pride to the progress of the "Craftsmen of Black Wings," a large group of Negro aviators and student flyers who take their work seriously and intend to become qualified licensed pilots. Lieut. William A. Powell, formerly a first lieutenant in the 365th Infantry and for five years operator of a garage and filling station in Chicago, and an aviation expert, is teacher of the student flyers.

Powell is a graduate of the University of Illinois, an electrical engineer and completed aeronautical engineering at the Warren College of Aeronautics in Los Angeles. He is also a licensed government pilot and teacher. Lieut. Powell conceived the idea of starting a class in aviation training two years ago, after realizing that the Negro was denied admission to the Army and Navy air schools, and because of the depression could not afford to pay the high cost of such training.

President's New Deal Solves Problem

Realizing that President Roosevelt's New Deal Adult Education program opened the way to the establishment of any type of adult education, Powell, after passing the prescribed tests, was given a teacher's certificate by the California State Board of Education to teach aeronautics. He then started classes in aviation under the Emergency Education program, the success of which has been amazing.

Seventy-five students, all Negroes, except two Mexicans and six whites, have completed ground courses qualifying them to pass the Department of Commerce examinations for Transport pilot licenses, aircraft engine mechanics license and airplane mechanics license.

Form "Craftsmen of Black Wings"

Having completed the ground course these students formed an organization known as the "Craftsmen of Black Wings," and have purchased an airplane and taking daily flight training under Lieut. Powell. The West Coast is proud of the fact that 25 of these students have already received pilot's licenses, with 50 more preparing for the tests. There are now more licensed Negro pilots in Los Angeles than in all the rest of the United States.

These men and women fliers are laying plans for the construction of their own planes, with Dr. N. Curtiss King, popular local physician and aviation fan, financing the undertaking. Dr. King, it is said, financed the first plane for the fliers and is now preparing to finance a second. Two weeks after the Craftsmen got their first plane, it was used in motion picture sequences by the MGM studios, bringing in a good revenue. The plane is a Hiss-Travellaire biplane, 180 horsepower, and well equipped with the latest flying instruments, variable pitch propeller and Bendix brakes.

All training at the Powell School of Aviation is absolutely free to the students—both ground and flight training—and they do not even have to purchase books. Lesson sheets are furnished free and the courses of instructions are prepared by Lieut. Powell.

Chattanooga, Tenn. Times
May 30, 1936

Negro Boys Build Planes.

Five boys, who are members of the model plane building class at the James H. Henley branch (colored) of the Y. M. C. A., have constructed planes, Joe White, instructor of the class, announced yesterday. Membership fee for joining the class is 25 cents. Model planes are given to new members. Material for building the planes is furnished by sponsors of the class.

The boys who have build model planes are Melvin Louge, Robert Russel, Hollis Grant, Clem Flemening and Burnis Vouns.

"BROWN CONDOR" DELIVERS ADDRESSES IN WASHINGTON, PITTSBURGH AND BROOKLYN

TELLS OF TURNIN GPOINT IN WAR LEADING UP TO DISASTROUS FLIGHT OF EMPEROR

Three War Lords Wanted Death Struggle

CHICAGO, June 25.—(ANP)—Colonel John C. Robinson, formerly of the Royal Ethiopian Air Force, who returned this week from a series of lectures on Ethiopia which he delivered in Brooklyn, Washington, D. C., and Pittsburgh, gave an intimate glimpse of the circumstances which led to the Emperor's flight from Addis Ababa.

"Dessye, a pivotal point in the defense of the capital, had been captured by the Italians through the treachery and desertion of an Ethiopian force of 80,000 men under Ras Hailu," the Colonel said. "The Emperor," he continued, "returned to Addis Ababa from the front through inumerable difficulties, harrassed by spies, deserters, cold and privation. At one time he passed through a valley which unknown to him had been drenched with poison gas. The effect on his slight physique was to aggravate an old lung ailment.

"Back in his headquarters, the ruler immediately called a conference of all available war lords, generals and captains to decide on the defense of the capital. The council met in the gray stone palace and listened to a fiery speech from the little bearded ruler.

"He told of his plans to evacuate the capital, which was not easily defendable, and to make a stand in the little known western area of the country.

"He took it for granted that the generals and governors present—there were twenty-five including himself—would agree, and he gave an estimate of the strength which could be mustered.

"But this last hope was destroyed.

" 'Why continue this war which can mean nothing but extermination for us?' muttered several generals.

" 'Why?' echoed others, who had sat silently until given the lead.

" 'Why?' exclaimed the Emperor, 'because it is better to be exterminated than to be a slave beneath the Italian yoke. That is why. If we lose our country what is left to us? Let us die fighting.'

The council was not impressed by this patriotic appeal. They were mostly old men, tired by the war which they professed to despise. The Emperor lashed them with scorn. They sat unmoved. Those who felt they could still fight the modern might of the Italian hordes, who preferred to die in battle rather than submit were led by the Emperor. The others numbered twenty-one.

"Then for the first time the Emperor realized that the end had come. Only three war lords wished to follow him to a glorious and certain death in a last battle. The council over which Haile Selessie presided as King of Kings, broke up.

"He sought the Empress; told her the news. It was still possible for him to gather a small army to continue the fight, but it would have been suicide, for he would never allow himself the humiliation of capture.

"After discussing the matter he decided to leave the country and build up his health again so that he might continue the struggle through the complicated machinery of the League.

"He is now in England where he seeks the help of those whom he had always thought friendly to him," said the Colonel, "but it looks pretty hopeless."

SCHOOL TO OPEN

COL. JOHN C. ROBINSON

Col. Robinson, the "Brown Condor" of Ethiopia, has announced the formal opening of the John C. Robinson Air College in Chicago to take place Monday, September 28. All branches of aeronautical and automotive engineering will be taught under government-approved instructors.

Aviation-1936

RIOTING MARKS DEMONSTRATION FOR WAR ACE

Police Battle 700 As Col. Robinson Lands

NEW YORK, May 22—Rioting spread through the streets of Harlem when two emergency squads and 20 mounted policemen charged a crowd of demonstrators, wielding indiscriminately their night sticks over the heads of men, women and children at 129th street and Lenox avenue.

The demonstration was staged in honor of Col. John Robinson, former air ace of Emperor Haile Selassie, who arrived in New York Monday night from Ethiopia.

Feeling has run high in the Lenox avenue sector since the execution by the Italians of several thousands Ethiopians including the giant former aide of the Emperor who had become familiar to Harlemites through his photographs.

For nearly two hours, Monday night, 110 bewildered patrolmen fought hand to hand with a mob of 700 people.

The rioting began with the breaking of windows of two stores owned by Italians, the overturning of ash cans, and the freeing of one of the rioters who had been seized by the police. Then the mob turned on two of the patrolmen, and, in frustrating the attack by firing his service revolver, a third patrolman wounded a Race man in the leg.

The mob grew rapidly after the firing while two police emergency squads were rushing to the scene. Stones and bricks were thrown at the police from roof tops along a five block sector on Lenox avenue.

Practically every apartment house in Harlem has a store in the basement owned and operated either by Jews, Italians or American whites. Members of the race have no control over these places. Children of respectable families are exposed daily to all sort of vulgarities and insults. In spite of repeated complaints made by the residents of Harlem against the unwholesome atmosphere created by disrespectful merchants, local authorities have been conspicuous in their indifference to the plea of the people.

Many of the people live in virtual squalor with little or no economic opportunity to better their conditions. Such a situation makes rioting unavoidable. The Monday night outbreak which grew out of a street meeting of sympathizers with Ethiopia in her struggle against the Italian invasion, is one of many incidents that may cause serious anti-racial clashes as long as the economic and civic rights of the Harlemites are ignored.

COL. ROBINSON ACCLAIMED AS ETHIOPIA HERO

Women Kiss Him, Men Lift 'Brown Condor' to Their Shoulders

WILL SPEAK HERE

American Who Risked Life for Ethiopians To Be at Rockland

By G. JAMES FLEMING.

Motherly women crying and struggling to get a chance to kiss Col. John C. Robinson, men lifting him to their shoulders, flags waving him a salute, some 1,500 people singing and cheering and photographers' bulbs flashing, set off the welcome which New York City is giving this week to the "Brown Condor," who for thirteen months was an aviator in the Ethiopian Army and risked limb and life in inferior planes and against the most modern fighting machines of the Italians.

The climax of the week will come on this Saturday evening at a monster mass meeting at Rockland Palace, at which time the aviator will tell of his exploits, of the obstacles thrown in the way of Emperor Haile Selassie, and of the part that Americans can still play in aiding Ethiopians.

The meeting will be held under the auspices of the United Aid for Ethiopia and advance interest in the occasion indicates that it will be one of the largest and most spirited that have ever been held in Harlem.

Robinson Unassuming.

Unspoiled, unassuming, almost diminutive, but with a sparkle in his eye and a sincere ring in his every word, Col. Robinson received friends and newspapermen aboard the Ss. Europa Monday.

He was wearing olive drab trousers, a tan sweater and tan leather jacket adorned with the shield and insignia of the Lion of Judah, an imperial order to which the Emperor named him. He was free of all pomposity, restrained and humble in what he said about himself, but loud in explaining, defining and defending the acts of "His Majesty," as he affectionately referres to the Emperor.

Down the bay, the 31-year-old graduate of Tuskegee Institute and of the Curtis-Wright Aviation School, Chicago, was met by Claude Barnett, director of the Associated Negro Press, of which The Amsterdam News is a member, and by J. A. Rogers, historian-journalist. At Pier 86, units of the United Aid for Ethiopia, the African Patriotic League, the U. N. I. A., the Caribbean Union and the Ethiopian Crusaders, and other organizations.

Flags Wave Salute.

In the large crowds were hundreds of the Ethiopian tricolor, together with larger flags of the United States and the now imperiled empire. On the ship and above the dock flew the Nazi swastika, silent reminder of how a dictatorship, similar to Mussolini's, works in Germany, and of the fact that, if Germany had not moved her troops to the Rhine, the Ethiopian situation might be entirely different.

His baggage released, Col. Robinson went to meet his welcomers, white and colored. The entire throng moved to the reception room, with the aviator on the shoulders of smiling men. He shook hands with as many as could go near him and then spoke: "I want to thank the people of New York for their warm welcome you have given me, and while I am glad to be back here, under the circumstances, I would be happier being in Ethiopia fighting with His Majesty."

Tremendous Ovation.

Tremendous ovation followed, then the Rev. St. John Divine of the Ethiopian Coptic Church, 254 West 145th street, dressed in Ethiopian costume, responded, expressing the gratefulness of the American people "for the great aid which you have given to Ethiopia."

As the colonel reached the street exit by elevator, the crowd which had gone by the stairs, was there to give him another ovation and to bear him on its shoulders to a waiting automobile.

Again women cried, men fought to help carry him, to serve him. The cars sped northward.

Col. Robinson reached Harlem at 9 p.m., and about an hour later went to dinner at the West 135th Street Y. M. C. A. There several people, active in the cause of Ethiopia and the Negro race, gathered about him. One speech led to another.

Praised by Rogers.

Rogers told of meeting the aviator in Addis Ababa and testified that Robinson was the best informed man on the state of the war in the entire country, and the one to whom all the newswriters in Ethiopia flocked for first-hand "dope."

"He went to the front daily," Rogers declared. "Sometimes he took the Emperor, sometimes he took secret dispatches, sometimes Red Cross supplies. When Adowa was invaded Col. Robinson's plane was bombed, but he escaped and brought back the first news of the fall of that ancient city."

Rogers told of how the colonel once had to take off in a rain of bombs from six Italian planes, and how he often had to land where there was not a semblance of an air field.

Called an "Ace."

"Any man who can fly in Ethiopia is an ace, a real aviator," Rogers said. "There were no war maps, no plans, but Col. Robinson learned the country, went to all parts of the invaded land, and acquitted himself in such a way that his name will go down as one of the most patriotic and heroic men in all history—a man of whom we can rightfully be proud."

Harold Williams of the Caribbean Union expressed the hope that "just as Haiti fought the French for thirteen years after their claim of victory, so would Ethiopia keep up opposition and warfare against the invaders."

Dr. William Lloyd Imes, pastor of St. James' Presbyterian Church, apologized for the lack of interest which the Christian church, in general, takes in "helping people to live better here and now," but also promised that he would use all his influence "so that that part of the Christian church which is interested in more than saving souls, will continue the work to aid the Ethiopians."

Wants Monument to Hero.

Clarence Wilson, assistant federal attorney, proposed that some monument to the heroic deeds of Col. Robinson be set up, and other speakers agreed that the best monument will be the continued interest in Ethiopia on the part of American Negroes, and generous support to the school of aviation at Tuskegee Institute which the colonel will start in the near future.

Claude Barnett, who was responsible for making the contacts for the aviator, which led to his being invited to Ethiopia, gave a sketch of the life of Col. Robinson, beginning with his birth in St. Louis, and his early schooling there, and continuing with his student days at Tuskegee Institute where he was graduated from the course in auto mechanics; his working years as operator of a garage, circus rider, auto mechanician; his obstacles in getting into an aviation school; his ultimate success, and then the day when he came to Mr. Barnett's office, and said:

Volunteers Help.

"I believe I would like to go and help Ethiopia."

"In spite of marvelous sentiment for Ethiopia, on the part of both white and black, here we have the only American who braved the risks and obstacles and journeyed to save that little empire from might."

Dr. P. M. H. Savory, treasurer of the United Aid for Ethiopia, pointed to Col. Robinson as "one who saved our faces and while we spoke, actually went and did."

Following rousing applause, the guest of honor spoke.

"Ethiopia is not conquered and Italy did not win the war," the colonel said. "From Makale south there was no war, it was a march. I am very sorry that the war seems to have ended as it did, but I would go back tomorrow, if I could serve His Majesty."

He explained that weeks before the invasion of Addis Ababa, the government had moved west, and that there are now three large armies which are waiting to see what the League of Nations will do. If these armies unite, Italy will find the war has not ended, he said.

Points Out Need.

Col. Robinson was very emphatic in stating that there is still work for American sympathizers of Ethiopia to do. He said there will be still need for doctors and medical supplies as thousands of the people are suffering from the effects of the poison gas.

"The Italians did not try only to bomb soldiers," he declared, "but also all Ethiopian villages and Red Cross units. If you wanted to be safe from bombing, you needed to get as far away as possible from the Red Cross."

The aviator was injured and gassed on two occasions, but not enough to put him out of commission.

Col. Robinson denied that the Ethiopians consider themselves superior to Americans of African descent. To the contrary, he said, they feel themselves very much kin to the black people of the western world.

Ethiopia Disadvantaged.

Against poison gas, modern airplanes, and an endless source of war supplies, Ethiopia had only the minimum of military equipment. Col.

Robinson testified. It could not get credit to buy supplies, and such supplies as it could get for cash were sold at exorbitant rates, he said.

"Airplanes that cost $1,000 each in America cost His Majesty around $15,000 American money, and even then we could not get them to Ethiopia," he explained.

Experiences with the American minister, observations on missionaries, and a host of other experiences flow rapidly from the boyish-looking, goateed, aviation enthusiast, and these experiences he will reveal detailedly this evening (Saturday), when he speaks just before leaving for Chicago where he will be given a mammoth welcome.

Other persons who spoke at the dinner were: James W. Ford, Dr. C. B. Powell, Harold Williams, E. L. Dimitri, Dr. J. T. W. Granady, Dr. Wilfred Rankin, Dr. S. Holland, James Edmund Boyack, Mrs. Ethel McCoy, Mrs. Iris Woods, James R. Smith, Otto Hall, Dr. C. Holder, Chester C. Lewis, Cyril Phillips, secretary of the United Aid for Ethiopia, C. A. DeM. Lewis of the Ethiopian Research Council, Dr. A. C. Miller, G. James Fleming, A. W. Ackerman and Capt. A. L. King, chairman of the United Aid, who presided.

At the pier were Drs. C. Olivierre, F. Theodore Reid, C. A. Petioni, A. G. Daly, Dr. and Mrs. W. Merrick, Dr. and Mrs. A. C. Miller, Arthur Schomberg, Kenneth Duncan, Miss Virginia Harding, Edward H. Griffin and Carroll Ellis of National News Company, Chicago; Roland Willoughby, Luis Baso, Ira Kemp, Arthur Reid, the Rev. Joseph Stanford, African Orthodox Church; Dr. S. A. Gadsby and Prince Rama of the Ethiopian Crusaders.

LOCAL FLYER IN ETHIOPIAN WAR LAUDED

Cheering Throng Greets War Hero Upon His Arrival

By DAVID W. KELLUM

(Photos on page 7)

Chicago welcomed home its hero of the Ethiopian war Sunday afternoon when more than 20,000 men, women and children, joined in a rip-roaring reception for Colonel John C. Robinson, the "Brown Condor" of Emperor Haile Selassie's Royal air force.

Not in history has there been such a demonstration as was accorded the 31-year-old Chicago aviator who left the United States thirteen months ago and literally covered himself with glory, trying to preserve the independence of the last African empire.

Anxiously awaiting his arrival from New York where he had been since his return from Europe a week ago, a crowd of 5,000 persons gathered at the Municipal airport and acclaimed their hero as he stepped from the TWA plane.

Police lines were broken by the admiring throng which rushed to the ace war pilot and showered him with flowers, kisses, hand shakes and words of cheer. For fifteen minutes Colonel Robinson stood before a battery of newsreel and newspaper cameramen. Between "shots" reporters quizzed him on his trip to Ethiopia and asked him to relate a few of his experiences, but very modestly the "Brown Condor" asked them to see him later.

Long before the appointed hour for the arrival of the plane bearing Colonel Robinson and Claude Barnett, president of Provident hospital and director of the Associated Negro Press, the mammoth crowd filled the lawns of the airport.

The admiring throng had been orderly until an announcement through the loud speaking system stated that the plane with the Colonel is "now circling the field." Cheers rang out and there was a continuous honking of automobile horns.

Four miles out from the airport, Dr. Earl Renfroe, a flying dentist and a member of the Challenger's Air Pilots association met Colonel Robinson's ship and escorted it into the airport.

Greeted By Editor Abbott

The official committee to greet the Colonel included officers and members of practically every military, political, social, civic and church organization among the Race.

Officers of the Eighth Infantry Illinois National Guard headed by Lieut. Col. Lewis E. Johnson acted as honor guards together with Col. T. W. Stephens of the Military Order of Guards; Dr. William H. Benson of the Boy Scouts of America; Commander Jesse Johnson of the George L. Giles Post American Legion and officers and members of the Challenger's Air Pilot's association of which Lieut. Col. C. R. Coffey is president.

Among the first to extend welcome to the Chicago war ace were Robert S. Abbott, editor and publisher of **The Chicago Defender**; W. T. Brown, Jr., the Mayor of Bronzeville; Dr. Julian H. Lewis, president of the Society of the United Aid for Ethiopia; former Congressman Oscar DePriest; Dr. Mary Waring, Mrs. Robert S. Abbott; Lieut. John Scott of the Chicago police; and Lieutenants John Harris and Marcus Ray of the 8th Infantry Illinois National Guard, and officers and members of the Chicago Tuskegee club.

Making his way through the huge crowd, Colonel Robinson was escorted to a flag-draped waiting open car where he was given a seat flanked by Mayor of Bronzeville Brown, Editor Abbott and Claude Barnett.

Heads Parade

With two motorcycle police as escorts, the Colonel headed an automobile procession which moved North on Cicero avenue to 55th street; east to Michigan avenue, north to 24th street, east to South Parkway and south to 51st street where the parade was climaxed with a mammoth celebration in which Colonel Robinson spoke from the balcony of the Grand Hotel to a waiting throng of some ten thousand persons who filled the square from 50th to 51st street.

The cars in the line of march numbered at least 500 and extended two miles. Traffic was completely paralyzed as the procession moved along the boulevards.

Word of Colonel Robinson's arrival had spread over the city like wildfire and streets along the way were jammed with admirers who let out cheers and roars of welcome. Passing motorists gave their salute with the honking of horns.

The crowning feature of the parade and the one event that brought not only smiles but tears of joy to the eyes of Colonel Robinson was the sudden entrance into the line of march of the crack George L. Giles Post 87, American Legion Drum and Bugle corps.

At 48th street, the procession moved from the center to the outer drive of the boulevard upon reaching 49th stret, there was a sudden halt, then the striking up of the drums and bugles. The vets of the World War were there to lead their hero to the Grand Hotel. And this they did in a spectacular military fashion. Hannibal Scurlock, the drum major amused the throng doing tricks with his baton, as the drum and bugle corps played.

Colonel Speaks

Upon his arrival at the hotel, Colonel Robinson was escorted again out of his car and taken to a flag draped balcony from which he spoke to the waiting throng which filled the square from 50th to 51st streets on the boulevard.

"I'm simply overwhelmed," Colonel Robinson began. "I had sort of expected a reception, but this ovation you've given me exceeded my expectations by far.

"While I am glad to be back in my own country," he continued, "I am among the people I love. I yet regretted very much that the war ended as it did. I had hoped of course that Ethiopia would have been victorious in her struggle to maintain her standing in the family of nations. This was impossible because the League of Nations failed her and in addition thereto, the very people upon whom Ethiopia depended believing them to be the most patriotic of her tribes turned traitor at the crucial moment."

The Colonel was introduced by Claude Barnett who went to New York to greet the flyer. Other speakers were Mayor Brown, Editor Abbott, David W. Kellum, The Chicago Defender reporter who met Colonel Robinson aboard the Europa when he arrived from Europe; Dr. Junius C. Austin, pastor of Pilgrim Baptist church; Dr. Julian H. Lewis, president of the Society for the United Aid for Ethiopia; Alderman Edward B. Jourdain of Evanston; Lieut. Col. C. R. Coffey of the Challenger's Air Pilot's association; and aviatrix Janet Waterford and Willa Brown of the Chillenger's association.

At the conclusion of the ceremony, Col. Robinson relaxed in his private suite and talked freely with newspaper reporters telling of his experiences on the Ethiopian battle front.

Air Ace May Teach At Tuskegee Inst.

COL. JOHN C. ROBINSON

Former "Air Ace" of Emperor Haile Selassie of Ethiopia, who arrived in New York last week aboard the "Europa," Col. Robinson, who is from Chicago, won international renown when he flew from Addis Ababa to Aduwa and back, eluding pursuing Italian planes, during the early part of the Ethiopian war last October. During the war he was wounded in the hand and gassed, but survived. He plans to teach aviation at Tuskegee Institute, his Alma Mater.

—(Calvin Service)

12 Girls in Group Studying Aviation

LOS ANGELES, Cal.—Seventy-five colored students, twelve of whom are girls, are studying aviation and may soon be able to qualify as licensed pilots and mechanics, and twelve students have already received student pilot certificates as a result of training received under the PWA and sponsored by the bureau of education of the Interior Department.

'Brown Condor" to Teach Flying at Tuskegee

TUSKEGEE, Ala.—The "Brown Condor" of Ethiopia's air corps, John Robinson, will come to Tuskegee Institute, world's largest institution of higher learning for Negroes, as an aviation instructor in the college auto mechanics division.

Dr. F. D. Patterson, Tuskegee president, made the announcement today as Chicago's big South Side Negro district planned a hero's welcome for the aviator upon his return tomorrow from 13 months with Emperor Haile Selassie's air corps.

100 SCHOLARSHIPS TO BE GIVEN RACE AVIATION STUDENTS

LOS ANGELES, Calif., Sept. 3—"One million jobs for Negroes in aviation" that is the hope of the Craftsmen of Black Wings, the largest Negro aviation organization in America, which has just completed plans to give 100 free scholarships in aviation to Negro students.

The course will include six months of practical experience in building of planes, 50 hours of flying and ground courses in aerodynamics, etc. Full details of the offer may be obtained from Lieut. W. J. Powell, 5503 South Central avenue, in this city.